

**ACIC****INFORMATION REPORT INFORMATION REPORT****CENTRAL INTELLIGENCE AGENCY**

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<b>COUNTRY</b>	USSR (Uzbek SSR)	<b>REPORT</b>	
<b>SUBJECT</b>	Railroad Information on the Tashkent Area; Tashkent Railroad Stations and Yards; <i>(double tracking and air raid shelters)</i>	<b>DATE DISTR.</b>	18 May 1960
		<b>NO. PAGES</b>	1
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<b>DATE OF INFO.</b>			50X1-HUM
<b>PLACE &amp; DATE ACQ.</b>			50X1-HUM

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report, with sketches, on railroads and rail stations in the Tashkent area. The report includes the following information:

- The rail line from Tashkent to Syr-Darinskaya (N 40-50, E 68-40) was double-tracked in 1956.<sup>1</sup>
- Two air-raid shelters are located on a sketch of the Tashkent rail yards. One shelter was completed in fall 1959 and one was still under construction in December 1959.

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COUNTRY    USSR (Uzbek SSR)

REPORT

SUBJECT    1. The Tashkent Railroad System;                      DATE DISTR.  
              2. Diesel Locomotive Roundhouse in Tashkent;  
              3. Tashkent Railroad Stations and Yards.              NO. PAGES

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1. The Tashkent Railroad System operated approximately 20 steam locomotives and 60 diesel locomotives. Three types of diesel locomotives were employed. The heaviest type was the T-4 and another type, not as heavy, was the T-3. The designation of the third type of diesel locomotive was not known [redacted] but it was an older model, much smaller in size than the T series, and had a turret-type cabin in the middle of the locomotive rather than in front as is the case with the T series. The T-3 appeared in operation in 1951 and the T-4 in 1955.
2. By 1959 railroad cars with buffers were seen only occasionally in Tashkent. On cars without buffers shock absorption was effected through the coupling. 50X1-HUM
3. In 1956 the second track of the double-track line from Tashkent was completed to Syr Darinskiy (N 40-50, E 63-40). [redacted]
4. Freight trains travelling north or south through Tashkent were routed through the main freight station on a single-track line which bypassed the main passenger station in order not to interfere with passenger train traffic. The bypass joined the main line at the Kzyl Tukumachi station two and a half kilometers south of the main Tashkent freight station.
5. The Kzyl Tukumachi station served as an auxiliary freight station for the main freight station of Tashkent. The Kzyl Tukumachi station had about 20 to 30 tracks in the yards and had a military loading platform (voennaya ploshchadka). Tashkent had only two military loading platforms, one at the main freight station and the other at the Kzyl Tukumachi station. 2

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6. A major train crash occurred in autumn 1953 at the station Chengol'dy 80 kilometers from Tashkent on the line to Moscow. A freight train ran into a passenger train which was standing at the station. Immediately after the collision several gangs of workers and a crane were rushed from the Tashkent station to the scene of the accident. [redacted] 50X1-HUM  
[redacted] the number of casualties exceeded 400 persons. The incident was not reported in the Soviet press.
7. Another minor collision occurred in summer 1959 when one passenger train ran into another at a switch near the bridge by which Tuxtyshenskoye shosse crosses the railroad. Both trains were moving slowly. One train, which was empty, struck the other, which was filled with passengers, on the side causing the derailling of five or six cars but no serious casualties. One derailed car was a prison car loaded with prisoners and guarded by two guards. One side of this car was ripped off and the two guards were injured, but the prisoners were unhurt. This accident occurred before the automatic control tower went into operation (see Sketch No. 2, point 11).
8. Approximately in 1955 the Central Committee of the Communist Party of Uzbekistan issued an order to the Tashkent Railroad System not to employ any [redacted] 50X1-HUM  
nationals who had been guerrillas. [redacted]

Sketch of the Diesel Locomotive Roundhouse

9. [redacted] sketch of the diesel locomotive roundhouse in Tashkent (Sketch No. 1) and a legend to the sketch. 50X1-HUM

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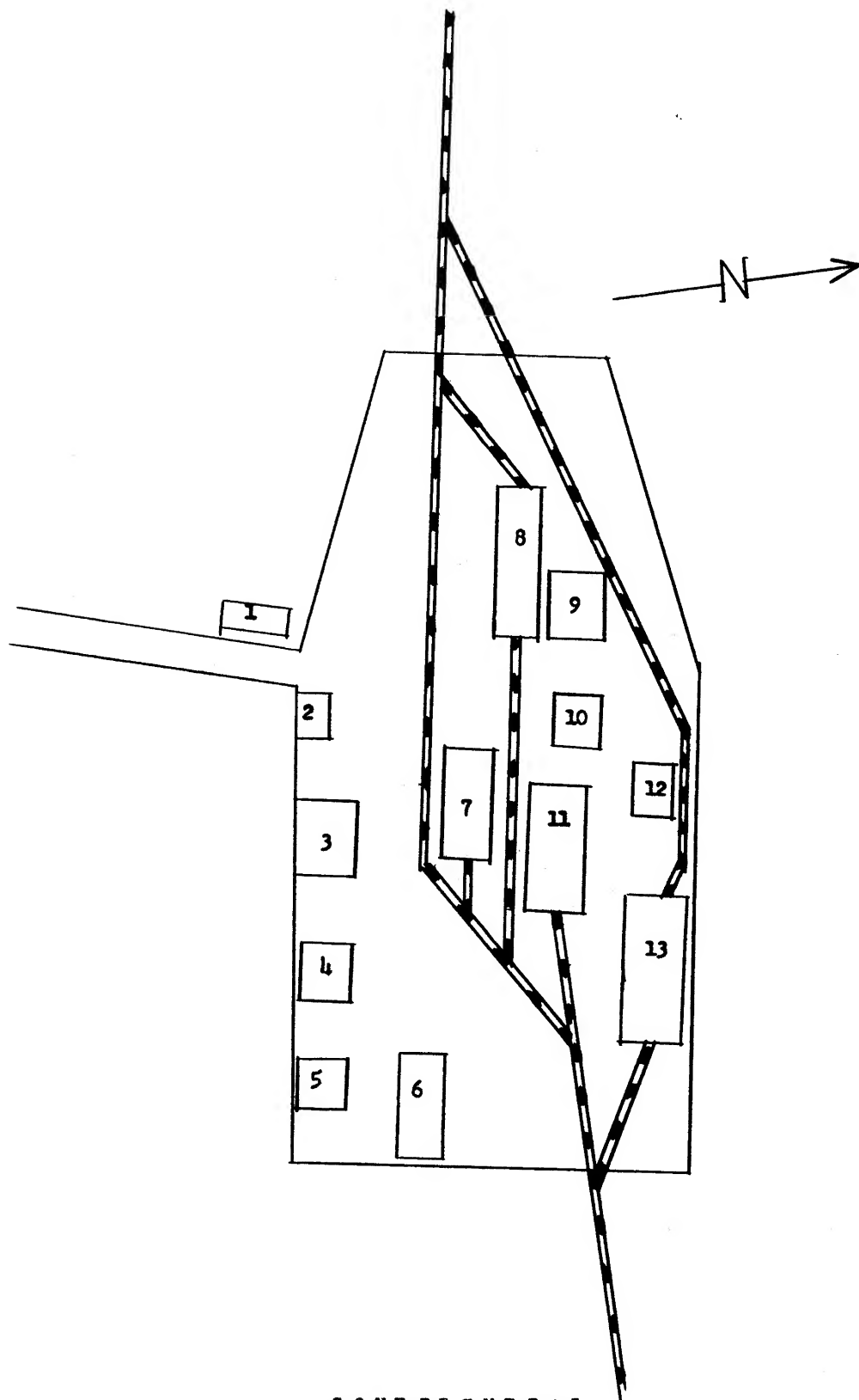
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SKETCH of the DIESEL ENGINE ROUNDHOUSE in TASHKENT  
(TEPLOVOZNOYE DEPO) (Not to Scale)

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Legend to the [ ] Sketch of the Diesel Locomotive Roundhouse

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1. Air-raid shelter (for description see the Legend to the [ ] Sketch of the Tashkent Railroad Yards and Stations, point 15). 50X1-HUM
2. Administrative building.
3. Workshop.
4. Public bath.
5. Workshop.
6. Laundry.
7. Repair Shop. This shop had the capacity to repair four locomotives at one time. There were two pits, each of which could accommodate at a time. [ ] did not know the exact nature of the repairs conducted in this shop. 50X1-HUM
8. Wheel Assembly Repair Shop (Rolikovyy Tselh). The shop had three pits and could accommodate six locomotives at one time.
9. Workshop.
10. Workshop.
11. Repair Shop. The shop had three pits and could accommodate six locomotives at one time.
12. Workshop.
13. Paint Shop.

Sketch of the Tashkent Railroad Yards and Stations

10. Following is [ ] Sketch of the Tashkent railroad yards and stations (Sketch No. 2) and a legend to the sketch. 50X1-HUM

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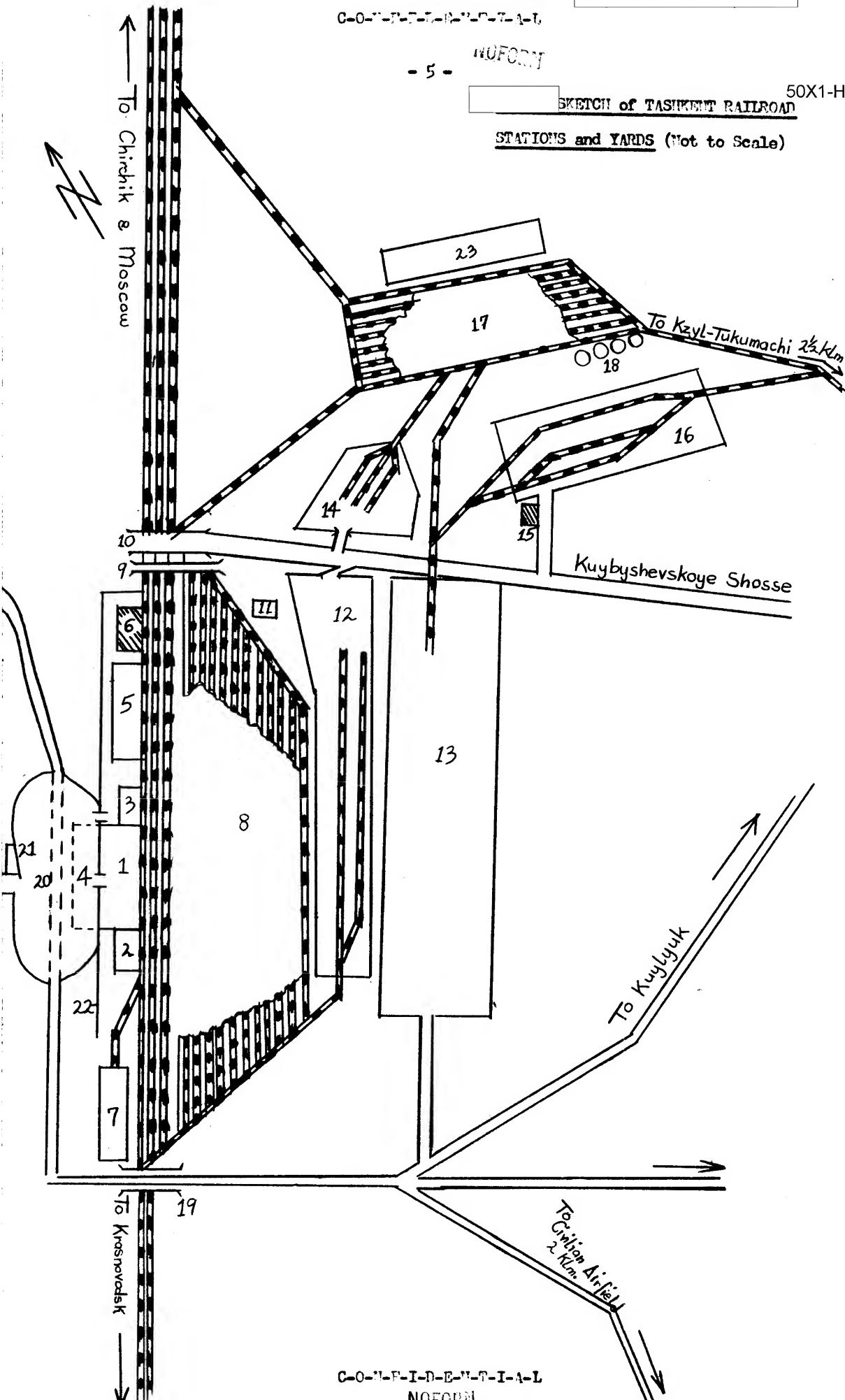
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SKETCH of TASHKENT RAILROAD

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STATIONS and YARDS (Not to Scale)



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Legend to the Sketch of the Tashkent Railroad Yards and Stations.

1. The main passenger station building. A low structure approximately one story high, 75 by 50 meters. In the building were the ticket office and waiting rooms.
2. and 3. Baggage and mail rooms.
4. An addition to the main passenger station under construction. The construction of this building began in spring 1959. When finished, the building will be much higher than the main station building, probably three or four stories high. The length and width of the building were approximately the same as the main station building.
5. Suburban train station. This station accommodates trains to Angren (N 41-01, E 70-12), Chirchik (N 41-29, E 69-35), and Syr Daryinskiv.
6. Air-raid shelter under construction. Construction began in spring 1959 and was still in progress. It was about 10 by 15 meters and four meters underground. It was already fully covered with earth level with the ground. 50X1-HUM
7. Steam locomotive roundhouse.
8. Railroad yards of the passenger station. The yards had approximately 20 tracks where passenger cars were washed and cleaned. Only three or four tracks were used for through traffic.
9. An iron overpass bridge for pedestrians.
10. A concrete overpass bridge for automobile traffic.
11. Newly constructed automatic control tower. Construction began in 1958 and the tower was put into operation on about 7 November 1959. The switch controls were fully automatic, equipped with an automatic warning system which, in case of a switch failure, signaled to the tower and switched on the red light on the traffic signal. Previously all switches were operated manually.
12. MKhG. This was a supply depot for the Tashkent Railroad System which served the rolling stock, personnel and administrative apparatus. The area was enclosed by a wooden fence about two meters high and the entrance was guarded. The area was filled with storage buildings of various sizes, some of which were along the tracks. Gasoline was stored in three or four permanent tanks. 50X1-HUM
13. Locomotive Repair Plant i/n Kaganovich. The plant area was surrounded by a wooden fence. The plant extended south to about 200 meters from the road to Kuylyuk.
14. Freight warehouse. All the goods brought by rail for the city of Tashkent were unloaded in this area and later were delivered by trucks to various organizations in the city.
15. Air-raid shelter completed in autumn 1959, approximately 10 by 15 meters, four meters underground, covered by earth level with the ground.
16. Diesel locomotive repair plant (see Sketch No. 1.)
17. Freight station and yards. The freight yards were about twice as long as the yards of the main passenger station and had an estimated 60 tracks. The switch controls were operated manually, mostly by women. Almost all freight trains originating in Tashkent were made up at this station, but some were also made up at the Kyzyl Tokumachi station.

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18. Diesel fuel tanks. All diesel locomotives were fueled from these tanks.
19. The area where the road crosses the railroad tracks south of the main passenger station was commonly known as "eftesindikar."
20. Railroad Station Square (Vokzal'naya ploshchad').
21. Military goods store (Voyentorg).
22. Fence of the main station area.
23. Military loading platform (Voyennaya Ploshchadka).

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